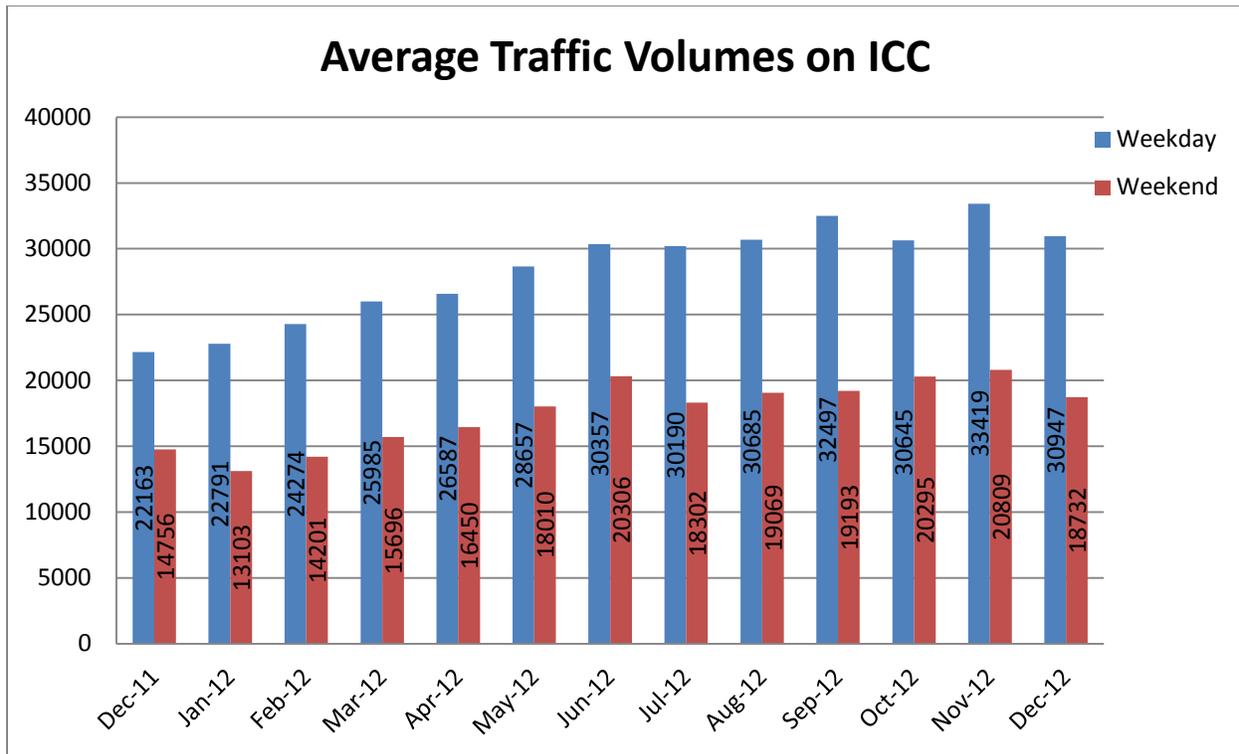


In 2012, average weekday traffic on ICC was 28,900 vehicles.



Source: MDTA

Between Dec 11 to Dec 12,

**Weekday traffic on ICC has increased 8,800 per day, from 22,200 to 30,900**  
 Increase of 40% (compound growth rate of 2.6% per month)

**Weekend traffic has increased 4,000 per day, from 14,800 to 18,800**  
 Increase of 28% (compound growth rate of 1.9% per month)

Users of the ICC experience significant travel time savings compared to parallel routes.

Origin-Destination Pairs	Route	Travel Time (mins)	Travel Time Savings USING ICC	
			(mins)	%
I-270 to I-95	ICC	17	N/A	N/A
South Gaithersburg and Laurel	MD28-Bel Pre Rd-Bonifant Rd-Good Hope Rd-Briggs Chaney Rd	40	23	58%
Rockville and Calverton	Montrose Rd-Randolph Rd-Cherry Hill Rd-MD 212	42	25	60%
South Rockville and Beltsville	Shady Grove Rd-MD115-MD 28-MD 198 from Crabbs Branch Way to US 1	38	21	55%

Source: Weekday peak period floating car runs performed by MD SHA

- Opening of the ICC appears to have shifted significant peak hour trips from parallel facilities, thereby reducing congestion on those facilities.** In general, average, daily traffic on parallel corridors have decreased by (6-11)% likely due to the diversion to ICC. This has resulted in 5-11% percent decrease in peak hour travel times on parallel corridors. Following table shows the decrease in travel times in 2012 peak hour conditions compared to the “Before ICC” conditions.

Origin-Destination Pairs	Route	Travel Time (mins)		Travel Time Savings AFTER ICC	
		Before ICC	After ICC	(mins)	%
South Gaithersburg and Laurel	MD28-Bel Pre Rd-Bonifant Rd-Good Hope Rd-Briggs Chaney Rd	45	40	5	11%
Rockville and Calverton	Montrose Rd-Randolph Rd-Cherry Hill Rd-MD 212	44	42	2	5%
South Rockville and Beltsville	Shady Grove Rd-MD115-MD 28-MD 198 from Crabbs Branch Way to US 1	40	38	2	5%

# ICC BEFORE/ AFTER STUDY FINDINGS

